

To-day's Advertisements.

"GLEN" LINE OF STEAMERS.

WE having relinquished the Agency of the above Line, Messrs. MCGREGOR BROS. & CO. will from this date conduct the business connected therewith.

JARDINE, MATHESON & CO.

IN reference to the above Notice we have from this date taken over the Agency at this port of the "GLEN" steamers.

MCGREGOR BROS. & CO.

Hongkong, 6th May, 1899. [6234]

WANTED.

WELL LIT and VENTILATED OFFICES in CENTRAL position, 1st Floor preferred, 3 or 4 Rooms, QUEEN'S ROAD or PRAYA CENTRAL.

Apply Stating Situation and rent to

Care of Messrs. Kelly & Walsh, Ltd., Hongkong, 6th May, 1899. [6235]

FOR KOBE (DIRECT).

THE Steamship

"KONOURA MARU."

Captain K. N. Shima, will be despatched for the above port, on FRIDAY, the 12th instant, at Noon.

For Freight, apply to

DODWELL & CO. LIMITED, Agents.

Hongkong, 6th May, 1899. [6236]

Intimation.



A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

IMPORTERS OF HIGH-CLASS

BRANDIES.

- A.—Hennessy's Old Pale, Red Capsule - - - - - \$18.00
- B.—Superior Very Old Cognac Red Capsule - - - - - 21.00
- C.—Very Old Liqueur Cognac - - - - - 24.00
- V.O.—D.—Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule - - - - - 30.00
- V.V.O.—E.—Finest Very Old Liqueur Cognac, 1862 Vintage - - - - - 18.00

All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

Smaller quantities and sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited, QUEEN'S ROAD CENTRAL.

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 6, 1899.

REUTER'S TELEGRAMS.

FRANCE AND SIAM.

LONDON, May 6th.

The New York Herald now states that the news concerning the session of Luang Prabang to France is denied but that negotiations to settle pending difficulties are proceeding in Paris and M. Dupont has been instructed to push matters.

THE SUDAN.

Ibrahim Ali, Lord Kitchener's envoy to the Sultan of Darfur, found on his arrival that the latter had been deposed. The usurper, a nephew of Ibrahim Ali's, had killed 120 of them. The survivors have returned to Omdurman.

THE COTTON CRISIS.

The Cotton crisis has ended by the men accepting an advance of 2½ instead of the 10 demanded.

WEATHER REPORT.

The Observatory report says:—On the 6th at 11.55 a.m. The barometer has risen on the E. coast of China, and is little changed on the S. coast. Pressure is highest over N.E. China, with moderate gradients for N.E. winds on the coast. FORECAST:—Moderate E. winds; cloudy, some showers.

LOCAL AND GENERAL.

Two Chinese boatmen were fined \$5 each for not having a light during the night.

A heavy gale was experienced at Sydney on the 5th ult. and a good deal of damage was done.

An Irish seaman on the U. S. N. Charleston was this morning sentenced to 7 days h. l. for being drunk in a public place.

A MOVEMENT is on foot in Brisbane, to celebrate the jubilee of the arrival of Dr. Lang's immigrant ships in Moreton Bay.

A CHINESEMAN was fined \$5 at the Magistracy this morning for wasting water. To touch John Chinaman's pocket is the most effectual way of making him be more careful in the future regarding this most necessary liquid, especially at this time of pending water famine.

THE Japan Gazette reports that the following crew has been selected to represent Yokohama at the forthcoming Kobe Regatta:—H. K. Hayward, G. G. Alcock, J. J. M. Carr, and W. Goldard (stroke). On inquiry we learn that the Kobe crew has not yet been settled, but the Gazette states that it is believed it will consist of Mancini, Oldenburg, Kalkhof and Sorhagen (stroke).

WE learn that H.M.S. Victoria was successfully docked at Yokosuka yesterday. We mentioned in a previous issue that the vessel had to be very considerably lightened, even the midshipmen's chests being sent ashore. A midshipman's chest does not strike one as being a very big item among the weighty articles carried by a battleship, but they weigh 3½ cwt. on an average and every little helps.

THE new bridge opposite the end of Chapoo Road across the Soanhow Creek at Shanghai is practically completed and will be opened to traffic directly the approach roads are made up. The bridge is built of hardwood, with wrought iron railings, is 273 feet in length between the abutments and 40 feet in width, the main piers being 55 feet in length. For the convenience of the vehicular traffic the gradient of the bridge itself, in contrast to that of the other bridges across the creek, has been kept as gentle as possible. The installed approaches on the Hongkong side are only temporary and they will be considerably improved in the near future. It is expected that this bridge will relieve the Garden Bridge of a great deal of heavy traffic. The work has been carried out by Lee Dai shih, under the supervision of the Municipal Engineer's Department, at a cost of \$15,000.

THE South China Press says that on the 16th February a Chinese named Hui Yew Chien deposited \$2,000 in the Hongkong and Shanghai Bank and obtained a receipt book. Thieves entered his house at Knock Sunmum on the 19th April, and carried away the box containing the receipt book and deposit book. He gave notice of this robbery to Mr. Wong Hang Chaw, the Cashier of the Hongkong and Shanghai Bank, and asked him to inform him if anybody presented his deposit book for drawing the money. The other afternoon at 4.50 a Chinese presented the deposit book at the Hongkong and Shanghai Bank and demanded a bill of exchange on Hongkong as he was going there shortly. The Cashier, recognising the deposit book, at once asked the man to wait some time, and sent for the real depositor who came with a policeman and arrested the culprit.

MR. B. STAMEN, Kelly and Pott's, in their weekly share report state: Since our last circular, business has been fairly brisk and several stocks show an appreciable advance, notably Hongkong and Shanghai Bank, Hongkong and Whampoa Docks, and Hongkong Hotels; whilst other shares show a firm tendency. The Overseas Freehold Mines, Limited, have given notice that a call of \$1 per share has been made in respect of the "B" Shares and is payable on the 5th July next. Banks, Hongkong and Shanghai Bank, have been in strong demand and have been placed at advancing rates up to 25 per cent. premium. The London quotation has risen to £39 National have been done at \$12½. Marine Insurance, Yangtze are quoted at \$14½ the dividend of \$0.80 paid on the 26th April. North China has buyers \$15.80 ex the dividend of \$1.20, paid on the 26th April. Fire Insurance, Hongkong, Fire have changed hands at \$205 and \$207. China Press have been done in small lots at \$81 and \$82. Shipping, Hongkong, Canton and Macao Steamships have been placed to a fair extent at \$29. Indo China have changed hands to a considerable extent at \$91, \$70, \$60 and \$50 and close with a few shares offering at the latter rate. China and Manilla are wanted at \$75. Douglas Steamships have been done at \$55½ and are now not obtainable under \$56. Star Ferries are shade easier and can be had at \$14. Remittances, China Sugars have improved their position and have been done at \$169. London have been bought at \$19 and \$20. Mining, Puntions have been in some demand and after sales at \$7½ have been sold at \$7. A telegram from the Mill states that "The Mill can 24 days, crushing 2,200 tons, yielding 146 ounces of snatched gold. Prospects are encouraging." Charbonnages have experienced a sharp rise, and have been placed at \$160, \$170 and \$175. Queen Mines have been sold at \$51 cents. Jehelus have been negotiated at \$40. Raubers are steady and have buyers at \$58. Great Eastern and Caledonians have improved their position and have been done at \$53.50, \$53.60, \$53.70, \$54 and \$54. Docks, Wharves and Godowns, Hongkong, and Whampoa Docks continue in demand and shares have been taken off the market at 335 and 340 per cent. premium, the market closing steady at the latter rate. Kowloon Wharf shares have been placed at \$86 and \$86½. Lands, Hotels and Buildings, Hongkong Lands have hardened and sales have been made at \$80, \$80½ and \$81. Kowloon Lands are enquired for at \$24. Hongkong Hotels have, owing to a general demand, advanced to \$85 with no shares changing hands. Humphreys Estate have been sold at \$9.20, \$9.25 and \$9.50, closing steady at the latter rate. China Providents have been done at \$9.90 and \$10, and close quiet at \$9.75. Cotton Mills—There is no business to report in stocks under this heading. Miscellaneous—Green Island Cements have ruled steady with small sales and buyers at \$12.44. As S. Watsons have been done at \$15. Electricity are a shade easier and are obtainable at \$11½. Fenwicks are wanted at \$35. Teas have been sold at \$12.

LAM TONG, while waiting at the Harbour Master's Office, caught two Chinamen attempting to steal from his pocket a steamer ticket value \$9. Both prisoners were sentenced to 6 weeks h. l.

A PRIVATE letter from a large locomotive concern in the United States, conveys the information that the Russian and Chinese governments have placed large orders with locomotive works in that country.

At the Magistracy this morning, Mr. Sercombe Smith, declared the lower portions of Nos. 21 and 23 Laser Lane to be unfit for human habitation, until such time as better arrangements were made for light and ventilation.

THE latest news of the Eiffel Tower is that in view of the approaching Exhibition it has been decided to paint the tower a graduated yellow, beginning at the base with a bright orange and shaded off towards the summit to a brilliant gold. At night the tower will be illuminated by 8,000 electric lamps.

HO NOK SHI SO, a Chinese doctor, was fined \$10 at the magistracy this morning, for not reporting a case of bubonic plague, to the proper authorities. He said in defence, that the body was hot and it was the same disease as people were dying of at Hupoh and Haiphong, but he was not aware that it was bubonic plague.

THE band of the Hongkong Regiment will play at the Hongkong Hotel this evening from 8.30 to 9.30 p.m. It is not often that Hongkong residents have the opportunity of listening to the strains of a band while lingering over their dessert, and so it is probable that the hotel dining room will be well patronised this evening. The band will also play on Saturday night.

FATAL ACCIDENT ON THE U. S. S. "CHARLESTON."

About 9.30 this morning a steam launch, on board of which the sailors were getting ready the boats for some races that had been arranged for, and whilst the launch lay close to the cruiser's side, one of the whale boats was accidentally let go from its fastenings, someone, we believe, springing the pelican latches before all was ready. On the launch were some of the Charleston's men, Sir I. Miers, Post Beef agent, and several Chinamen. Four of the sailors were injured by the fall of the boat, which went crashing down through the stays and ropes of the launch; three Chinamen were knocked for a couple of miles across the water, and Mr. Miers was struck across the back. At first it was thought his spine was broken, but we believe it is not quite so serious as that. He was immediately taken to the hospital, where no one is allowed to see him. Mr. Miers is well known in Shanghai, Yokohama and Hongkong, as well as in Manila, from which latter place he has just arrived. This was indeed a sad beginning to the first anniversary of the Charleston's commission, which is being today celebrated. The boat race were in consequence abandoned.

CUBA SELF-SUPPORTING.

It is the intention of our Government to make American money, coin and paper, the circulating medium of both Cuba and Puerto Rico, which will absorb from \$20,000,000 to \$30,000,000 of our currency. Such progress has been made in the necessary adjustments in Cuba that the daily revenues are from \$1,000,000 to \$1,200,000, while the daily expenses of the military and civil establishment are less than \$1,000,000. As the revenues at all the ports are sure to increase, there will be no trouble making revenues maintain the cost of occupation. The expense of maintaining 40,000 men in Cuba is decreasing in all the departments, and people who have been complaining of the expense of garrisoning Cuba will find that the island revenues will increasingly more than cover the outlay. Cuba is rapidly becoming a revenue producer. Even the postal service, now partly established, will, according to the government estimates, net \$100,000 at the end of the year while the whole estimated net revenue to the Government at the end of this year is \$5,000,000. The Journal, Minneapolis.

THE WORLD'S COAL SUPPLY.

Of the 650,000,000 tons of coal, which constitute the entire world's supply, one-third is taken from the coal mines of the United States. The British Isles produce 218,000,000 tons, Germany 124,000,000, and the other European nations make up, in a few million tons each, the rest. Spain contributes but 20,000,000 tons to the sum total, which amount is not sufficient for even home consumption. China, though rich in natural deposits, mines but little coal, and because of her use of primitive methods. It is prophesied that the introduction of British mechanical appliances in Chinese fields will send up her coal supply at least 25 per cent.

MENELIK'S LIBRARY.

The London correspondent of the Manchester Courier hears from a traveller who was recently returned from Abyssinia that Menelik has added to his library a valuable collection of manuscripts. At the time of the Mahomedan invasion, in the sixteenth century, the Abyssinians carried their Ethiopian manuscripts to Debra Sina, one of the islands of Lake Zonay. Here they remained carefully guarded by the inhabitants until the Negus took possession, and transported the books to his capital. Abyssinia was formerly a great centre of learning, and many of our most valuable manuscripts, especially Biblical manuscripts, came from there. Scholars and antiquarians will be curious to discover whether the books that were once jealously guarded for nearly three centuries on one of the sacred islands contain any unsuspected treasures of knowledge.

TO PIERCE THE ALPS AGAIN.

An Alpine railway to compete with the St. Gothard line for travel between Germany and Italy is being discussed. This is the Buntsgau railway, connecting Landeck and Meran, which may be built by Austria. The longest tunnel, that between Trafoi and the Zebur valley, would be but 4.65 miles long, as compared with the nine miles of the St. Gothard tunnel. This line would entirely avoid Switzerland. The route from Munich would pass by Fers, Landeck, Reschen, Trafoi, Bormio and Lake of Como to Milan and Genoa.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ADMIRALTY JURISDICTION.

Before His Hon. W. M. Goodman (Acting Chief Justice), with Commander W. C. H. Hastings, R.N. (retired) as Assessor.

May 6th.

CLAIM AGAINST A BRITISH WAR-SHIP. Wong Tai Choy, owner of a Kwong Loong Tai junk, brought an action against Captain C. A. Callaghan, R.N., H.M.S. Heron, to recover \$8,000 for damages sustained by collision.

Mr. Shade, instructed by Messrs. Johns, a Stokes and Master, appeared for plaintiff and Mr. Robinson, instructed by Mr. Denney, for defendant.

Evidence for the defence was given. Lieutenant David-on, officer of the watch on the Heron, on the evening of the sixth March, said the night was fine but dark and the sea was smooth. He first became aware that the junk was near by seeing a small light 30 or 40 feet on the starboard bow. He gave the order to port, and immediately afterwards gave the order to starboard, and then called out "Full speed astern both engines." This order was executed but had practically no effect on the Heron prior to the collision. The effect of the collision was that the junk capsized and passed to the starboard of the Heron. Every effort was made to save the lives of those on the junk, the Heron standing by for half an hour. Not more than two seconds elapsed between his sighting the junk and the impact. Witness was cross-examined at considerable length by Mr. Shade.

The hearing was further adjourned.

CORRESPONDENCE.

We do not in any way endorse the opinions expressed by correspondents in this column.

THE LAUNDRY QUESTION.

DEAR SIR, I noted with great interest your reference in last night's issue to the manner in which the foreign community of Yokohama had managed to overcome the washerman nuisance and to outwit the Japanese. Could not, as you suggest, a steam laundry be started in Hongkong? Of course there would be considerable opposition offered by the Chinese washermen, and they would do all in their power to make such an undertaking a failure, but I do not see why such an enterprise should not succeed under able management. Although a certain amount of supervision is now exercised over the laundries of the Colony, still, where our clothes are handled by Chinese, under Chinese supervision there is always a certain amount of danger from infection. There is also the trouble that the washermen give to be taken into consideration. They ruin our clothes and frequently lose them, and remonstrances are useless, while if you cut the washerman for a lost he leaves you and, as a rule, you do not benefit by the change. Can not some enterprising person be found to take the matter up and so relieve us from the burden of annoyance occasioned by the Chinese washerman? Truly yours,

Hongkong, May 6th, 1899.

THE ROAD-ROLLER.

DEAR SIR, I noticed some time ago in your columns that the P. W. D. had at last become possessed of a steam road-roller. Is this a fact, or were you poking fun at the Works Department? I have never seen the steam roller at work and have failed to find anyone who has, though I have been told that it has been sent to the hinterland to stamp out the rebellion. They are still using the granite rollers, so far as I can see, and I am pining for a sight of the P.W.D. new toy. Could you get me a ticket for a private view? Truly yours,

Hongkong, May 6th, 1899.

ABUSTED FLUSH.

DEAR SIR, May I be permitted a small corner in which to strive to complete the apparently neglected education of your musical critic. He wishes to know what a busted flush is. Well, I should have thought that such an expression was almost a household word in poker-playing Hongkong. I have heard that some of our judges are surprisingly innocent where sporting terms are concerned, and that they have been heard to ask in mild surprise for an explanation of a term such as euchre, but I had no idea that your critic had at one time adorned the bench. Perhaps he has not, and if so I beg his pardon. A flush, Mr. Critic, is five cards of a suit held at poker, and it is a busted flush when it consists of four of a suit and one other. Truly, I trust that your critic is now less perplexed.

Hongkong, May 6th, 1899.

COMPETITION OF THE OSAKA-NAGOYA RAILWAY.

The opening of the Kansai Railway Co.'s extension to Nagoya has resulted in very keen competition for passenger traffic between that line and the Government Railway. The Tokaido line has now raised its fares, in token of having given up the fight. The Government line has been taking heavy freight at the rate of 17 sen per ton a mile while allowing a special rate of 13 sen to shippers under a special agreement with the transportation officials in the Traffic Bureau. In answer to this the Kansai Railway reduced its rate on freight to one sen a mile per ton, and offered certain rebates in proportion to the quantity of goods shipped. The Company further undertook to forward all goods from Osaka and Kobe to the Kanmachi Station, by two boats, and thence to Nagoya and neighbourhood. The Government Railroad has replied to this by reducing the rates for large shipments between Kobe and Osaka to one sen a mile per ton, and offering special facilities for the transport of goods. This special arrangement does not apply to Osaka, until September next, the Tokaido Railroad having a special contract with a number of parties in that city.—Kobe Herald.

THE PROFITS OF MODERN AUTHORSHIP.

Modern authorship is profitable if it possess the element of sensation. The Academy states that Lord Kitchener was offered £5,000 for any volume he cared to write on the Sudan campaign. Admiral Dewey was offered £1,000 for a magazine article on the Philippines. Lieutenant Hobson accepted £1,200 for an article on the sinking of the Merrimack, and refused £10,000 for a course of lectures. Lieutenant Hobson's article is to be published in book form by Mr. Fisher Unwin.

HONGKONG VOLUNTEER CORPS.

It is notified for general information that the Telephone at Volunteer Orderly Room is No. 240.

A Garrison Assault Arms—will be held on Garrison Parade Ground, on Friday, Saturday, 10th and 20th instant. Programmes and particulars can be obtained on application to C. Q. M. Serjt., at Orderly Room.

There will be Sword Drill, etc., at Headquarters, at 5.45 p.m., on Tuesdays and Thursdays from 9th instant. Any member of Corps may attend.

EFFICIENTS—FIELD BATTERY.

EFFICIENTS.—The following have been returned as efficient during the past training season, and Certificates posted on the 4th to each:—R. S. M. Duncan, Actg. B. Q. M. Serjt. Coyle, Actg. Serjt. Dr. Brown, Serjt. Hayward, Actg. Serjt. Kuttner, Kenneth, Pinner, Actg. Serjt. Kuttner, Coyle, Meek, Humphreys, Halsey, Stapan, White, Gow, Baker, Bomde, Nobbs, Smart, Deas, Wilson, Actg. Bomber, Hart, Topp, Plinston, Moore, Gunners Abraham, Bentley, Henning, Brett, Begley, Baker, Burgess, Egan, Baker, Cumpston, Craig, Clunnett, A. E. Chumutt, F. G. Cotton, Crispin, Craddock, Dean, Donaldson, Ellis, O. J. Ellis, D. E. Farr, Higgins, Humphreys, Hadden, Herbst, Hatherly, Howarth, Hance, C. Hance, J. Henderson, Hubbard, Kenneth, Kennedy, Laminert, Lammert, Lysaght, Lee, Lapsley, Logan, Macdonald, Mody Melver, Mackie, Moller, McLeish, Millar, Olson, Pidgeon, Patten, Reid, Stewart, Sutton, Sanderson, Smith, S. A. Scott, H. A. Spittles, Sayer, Toller, Tully, Taylor, Thomson, Toppin, Uphill, Warren, Wilkinson, Wynne, Wheeler.

A MACHINE GUN CO.

EFFICIENTS.—The following have been returned as efficient during past training season and certificates have this day been posted to each:—Acting C. S. M. Crombie, Serjt. Smyth, Lammert, Skelton, Underwood, Corps, Jupp, Nicholson, Northcote, Gunners Alderton, Arthur, Brown, Hitt, Barrett, Danby, Duff, Ellis, Forbes, Gerard, Holmes, Howard, Reid, Hooper, Hursthouse, Keenan, King, Mancantelli, May, Morrell, Potts, Plummer, Reeves, Smith, H. L. Smith, E. L. G. Smith, A. H. Thomson, Youzlin, Tarrant, Watson, Wodehouse, Young.

PROMOTIONS.

The Commandant has been pleased to approve of the following promotions:—Gunner W. Prince to be Coy-Sergeant; Major Gunner R. J. H. Bentley to be Sergeant; Gunner W. Hooper to be Sergeant; Gunner J. Marshall to be Sergeant; A. Br. W. Hart to be Sergeant; Gunner T. Vincent, to be Corporal; Gunner S. Abbas, to be Corporal; Gunner C. White, to be Corporal; Gunner T. Spafford, to be Corporal.

MRS. PLACE'S DEATH AND THE WINDSOR FIRE A TEXT FOR A BRITISH EDITOR.

LONDON, March 25th.

The Windsor Hotel fire and the execution of Mrs. Place furnish the Speaker with material for a dissertation on the American temper, in which the paper warmly defends Governor Roosevelt. It says: "The execution excited an indignant clamor, but why anybody should sympathize with the woman it is difficult to imagine. We do not hear any clamor against the keepers of death traps, and the victims of the Windsor Hotel do not arouse that passion of pity which was bestowed upon her crime. Men and women who have because a murderer has an electric wire attached to her bare leg cannot see that it is criminal to build a hotel which, when a curtain ignites, burns like tissue paper. We should be glad if Governor Roosevelt and a few resolute hard-headed men of the same type force the municipal administration of New York to close hotels which cannot stand a reasonable test of security. Then the reformers might await the ruin of their political careers with equanimity."

AN IMMORAL PROJECT.

We have called the project "immoral," says the Spectator referring to Lord Beresford's scheme, and we repeat the epithet. Why, in the name of historic decency, are we to prop up this hideous Empire with its endless cruelties and treacheries, which is governed by a bureaucracy so completely without conscience or capacity that no one is safe under their rule, and that they keep down incessant insurrections by lavish executions? Pashas are worse than Mandarins because they dare be worse, but for no other reason. We all admit that the Government of China is so bad, its personages so corrupt, its institutions so rotten that it deserves to perish, and yet we are to prohibit its dying by lending to its rulers the irresistible strength of our civilisation. If we cannot make a strong army in China the whole plan fails, while if we can the very first use to which that army will be put is to put down resistance excited by tyranny and peculations. Who has given us the right to use our strength for such a purpose as that? We shall be told that the Ambassadors of the guaranteeing Powers will prevent oppression, but how are they to do it? The oppression is only fully visible when insurrection follows, and if we allow insurrection because it is just, what becomes of our guarantee? If we do not had enough experience of what comes of bolstering up one evil despotism that we should undertake another and much more extensive one? We shall be told that we do the work in India successfully and it is true; but that is because we govern India, hold ourselves responsible for all that occurs there, and can, and do, make that responsibility real. "Are we prepared to place China under the direct government of a condominium presided over by four Powers, one of which is pagan and three of which will be utterly inexperienced, while two at least will be jealous of each other's superiority? They would quarrel in a week, and the result would be the very partition which the Chinese themselves and Lord Charles Beresford are endeavouring to avert. It seems to us that a clear understanding with the Car, based on the right of Russia to reach the sea, is a far better plan for our interests, and that the alternative is to wait, and see if China, after some great internal convulsion, cannot revive. She is not attacking us, the Russian railway is not built, and we can wait until we see a little more clearly what is going to happen. Any Government which China spontaneously threw up, and especially any Government controlled by her own reformers, would be better for her, and therefore for the world, than the present Government propped up by external force, and just so far controlled that as in the case of Turkey, the West would be responsible for its crimes, yet powerless to prevent them."

THE RECALLED SILVER YEN.

A Tokyo dispatch states that the balance of the silver yen, which remained undisposed of last year, amounted to ¥ 12,000,000. Of this amount, ¥ 5,000,000 are set aside to be coined into subsidiary money during this year, ¥ 1,000,000 are to be advanced to the Bank of Taiwan, and the balance has been sold at Shanghai, Hongkong and other places, so that the disposal of all the silver recalled when the gold currency was adopted has now been arranged.

AFFAIRS IN THE PHILIPPINES.

AGUINALDO SUES FOR SUSPENSION OF HOSTILITIES.

ARMISTICE REFUSED.

MANILA, April 29th.

It is well to be prepared for the unexpected. Like a thunder bolt out of a somewhat disturbed but not stormy sky, came the visit of the commissioners yesterday. While it was felt after the battle of Calumpit, that a decisive point had been reached, yet it was not believed that matters would so soon come to a climax.

About nine o'clock yesterday morning three men were noticed coming down the railroad track from the direction of Apalit. The proceedings which appear to be somewhat irregular were as follows:—A Kansas officer went out to meet the newcomers, seeing that they were carrying a white flag. A few hundred yards beyond our lines, he met them and learned that they had come from Luna to confer with the American General. They were immediately escorted down the lines to General Wheaton's headquarters where they presented their credentials from General Luna authorizing them to arrange a suspension of hostilities. The commissioners are Col. Manuel Arguelles, Chief of Staff and 1st Lt. Jose Bernal A. D. The third man was a bugler. On meeting General Wheaton, Col. Arguelles congratulated him upon the magnificent fight of the previous day and spoke in the highest terms of the heroic capture of the trenches. At the same time he offered an excuse for the defeat of his people, by saying that the men in the trenches actually mistook the large native army that advanced from Macabebe, for a flank movement by the Americans. It appears that these troops had recently been informed in khaki and the mistake is quite natural.

The Americans themselves held fire over fifteen minutes as they could not be certain of the identity of the troops. General Wheaton congratulated the Colonel on the sensible idea of treating with the Americans.

They were fed, placed on horses, and sent on to General McArthur at Calumpit. When they met McArthur they opened their eyes in wonder as it is fully believed among the natives that McArthur was killed.

General McArthur sent the commissioners in to town with Major Mallory and a conference was held in the Ayuntamiento with General O'Neil. The proceedings were private. Later in the afternoon General O'Neil said that the commissioners were acting under orders from General Luna who is following the instructions of the President. They asked for a suspension of hostilities until Congress could be convened and the will of the people be ascertained—whether peace or war.

No suspension of hostilities was granted.

The rebel officers had another conference with General O'Neil this morning, which lasted about three hours. General O'Neil refused to grant an armistice and there the matter ended. The officers are returning to the rebel lines this afternoon.

AN OFFICER MISSING.

May 1st.

During the last three days though there has been no armistice declared, there seems to have been a disposition on both sides to suspend hostilities along the north line. The south still keeps hammering away with more or less regularity, causing little nightly skirmishes of small importance, that usually end about daylight.

A peculiar affair happened near Calocan. On Friday night Captain Rockefeller of the 6th Infantry, began to make his rounds of the outpost which had been placed for the night. The distance between some of the isolated posts was comparatively large considering the darkness and the ignorance of the country. At any rate the officer has not been seen or heard of since. It is possible that he lost his way and was taken prisoner by the natives, but they were believed to be a long distance beyond the American line. Altogether his disappearance is quite unaccountable.

CALUMPIT, May 2nd.

Messrs. Warner, Barnes & Co.'s Rice Mills have been completely destroyed by the rebels. This wanton destruction of mills, that have given employment to the natives for many years, does not rebound to their credit and will

THE SIGN OF THE CROSS.

Nearly every theatre-goer in Hongkong, we suppose, saw "The Sign of the Cross" whilst the drama was being played here. It has been produced in Shanghai since, and has evidently made an impression, according to press notices. We give below the critique of the *Shanghai Daily Press*, which, we think, will meet the views of many who saw the play here.

Every part of the Lyceum Theatre was crowded on Saturday night when Messrs. Dallas and Musgrave's dramatic company made their first bow to a Shanghai audience, and produced the much debated religious drama, "The Sign of the Cross." From the rising of the curtain until its fall at the end of the fourth act the huge audience followed the fortunes of the leading characters with an interest that is quite unusual in Shanghai and in the close of each scene the "Stars" were called before the footlights and vigorously applauded. Making all due allowances for a first night coupled with the fact that the company had only arrived in the city a few hours previously the production was a good one and creditable to all concerned. Written by Wilson Barrett some two years ago "The Sign of the Cross" is a drama which owes its popularity throughout the English speaking world more to the storm of discussion it has aroused than to any value it possesses as an historical play. Religious people especially have furiously debated the right of the stage to go to Christianity for subjects and themes, and as to whether the stage should become that those who oppose the play have seen bitterly regretted their own hostility, since its only fruit has been to popularise "the Sign of the Cross" and to advertise it in a way no dramatic production has secured for the past half century. It is unnecessary to give a sketch of the plot which underlies "The Sign of the Cross" for the majority of the people, even of Shanghai, have for some time been familiar with the fortunes of Marcus, the loveliest prefect of Rome, who, loving the Christian girl Marcia moves heaven and earth in vain, to save her from the banishment of the infamous Nero that all Christians in his capital should die.

In the end Marcus too becomes a follower of Christ the Nazarene and walks with his loved one into the den of beasts, where presumably both are devoured. Briefly, the drama, which follows closely the book of the same name, consists of four acts of blood, thunder, lust and virtue. Unlike the usual melodrama, virtue is not rewarded in this world nor vice is not punished within view of the audience. The virtuous people in the long cast are all slaughtered before the curtain falls, while the villains such as Nero, Tigellinus and Licinius continue their lives of sin. Historically, and we hope our statement will be taken as truth and not debated in the columns of the paper—the drama is as full of flaws as the proverbial sieve is of holes. Nero was not nearly so black as he is painted by Wilson Barrett, the early Christians did not sing modern hymns, and although they were persecuted, they were not the models of propriety and virtue that the author would have us believe. The most glaring fault of the drama however is its title. "The Sign of the Cross" runs through the thing and we are told that the "tree of the triple branch" was not only the symbol of those early Christians, but that it was tattooed on their arms. Now as a matter of fact the cross was not used as a symbol of Christianity until five centuries later when Mohammed arose and devastated Eastern Europe. The Koran worshippers took the crescent for their symbol, and the Christians of Europe followed by adopting the cross as their typical of the crucifixion of Christ, and their belief in his divinity. A large amount of license must of course be allowed to a dramatist, but in writing a play claimed to be historical it is inexcusable.

In such a lengthy cast, it must of course be that some of the characters are faulty and some of the delineations even ludicrous, but on the whole the company on Saturday night acquitted themselves well. Commencing with the ladies the part of Marcia the beautiful Christian girl was taken by Miss Madge Grey. Although by no means an Ada Ferrar, or a Maud Jeffries Miss Grey acquitted herself very well in a most difficult role and at times, particularly in the last scene she showed great dramatic talent. As Marcia's lovely friend, Miss Barbara Penn was all that could be desired. She seemed to thoroughly realise "that hell holds no fury like a woman scorned" and succeeded in throwing the audience into a fit of rage. In the small part of Poppaea, Empress of Rome, Miss Bertha Hunter had little to do, but she did it well, while Miss F. Stanley as the boy Stephanus although a trifle too large, and certainly too old for such a youthful part got through it creditably. Miss Rosie Blair as Juven acted fairly well, but the less said about the other ladies the better. As Anania Miss Florence Daniels attempted to sing a song in the third scene of the third act, and she should never try again. There is quite enough misery, torture and death in the play without this lady imitating a poor little mouse in a cheese.

In the fine character of Marcus Superbus, the feet of Rome Mr. Henry Dallas was very good. His interview with Nero being a fine piece of work. Mr. Kenyon Musgrave as Tigellinus in our opinion, being altogether wrong. Tigellinus is supposed to be a cool calculating villain of the scarpia stamp, handsome and devilish, not old and badly dressed, and certainly not a coward. Mr. J. B. Eerell gave a fine portrayal of the monster Nero, but here again his idea of the part and ours is very different. Nero certainly was a wreck; he even had paralysis of the heart, it is even possible that he had palsy, but he certainly was not suffering from Delirium Tremens when he ordered Christians to be tied to posts, smeared with oil and flogged, and staked under the stars when the torch was applied. Mr. J. L. Hall as Licinius the villainous Asile was passable, while as Claudio Mr. D. Munro scored a decided hit, and was the success of the evening. Among the other numerous male characters no one stood out prominently, but nearly all knew their parts well and for that blessing the audience should be thankful. As Fabius Mr. Norman Roberts, dropped his H's, a most unpardonable offence, even in an early Christian, but omitting this fault he did justice to a difficult part.

INSURANCE COMPANIES UNDER THE NEW TREATIES.

It is stated that a regulation will shortly be issued by the Agricultural and Commercial Department in regard to the control of foreign insurance offices in Japan after the new Treaties come into force. By this regulation any foreign insurance company carrying on business in the empire of Japan must appoint an individual or a committee to represent it in this country, having full authority to decide all matters relating to the company, exactly as if the head office were established in Japan. Any company having more than one branch or agency in Japan shall appoint one as its representative, which shall rank as the head office, and all the others will be regarded as branches or agencies.

JUSTICE IN SINGAPORE.

A STRONG INDICTMENT.

The *Dunlop Times* says the *Strait Times* is doing good service in denouncing the injustice that is being done in the Straits Settlements by the importation of Ven Prohibition Ordinance, 1898. Several cases have occurred in which Chinese coolies, passing through Singapore on their way to China with the hard earned savings of a life time, have been arrested and fined because their money happened to be of Japanese coin; and worst of all their little all has been confiscated under this Ordinance. This is how the Straits Times regards the law.

Day by day there is now being perpetrated in the police-courts of this Colony an injustice so great, a hardship so acute, that it is sufficient to condemn this Colony in the sight of God and man. Consider once more, what this means to the coolie. He has worked for years in the tropics, hoping to save money to return to his family in China; and, since the untidy or idle coolie fails to achieve these savings, the pun being prosecuted for importing yen is the man who has been laborious, thrifty, and self-denying. This is the man whom we are robbing. Think again what it means to the men. The whole system of life they have laboriously built up for themselves, the happy return to their country that they have been contemplating for years, is shattered at one blow. They are robbed and thrown penniless on a strange town, the bitterness of sorrow that despair, the rage, the bitterness of sorrow that they possess the hearts of these men. Can we be surprised if our injustice should drive one or more of them to destroy himself. The thing, in a word, is one of the most scandalous that has ever been perpetrated in the name of justice. It is a black and bitter crime. It is a form of robbery so comprehensive, so destructive, and so bitter to the heart of the man who is robbed that it is almost impossible to find words to adequately describe it. The man who has it in his power to stop in one moment this scandalous hardship, this gross and wicked crime against justice, is the Governor of the Straits Settlements. He has it in his power to stop these importations by writing a minute paper. If he fail to use that power, he shall answer at the throne of the God of Justice.

A QUESTION OF HOTEL CHITS.

AN INTERESTING POINT.

In H.B.M.'s Court on April 26th before Mr. Hall, Mrs. D'Arcy, ex proprietress of the Occidental Hotel, Kobe, sued S. Reich for the sum of £117, the amount due on certain hotel bills and chits incurred by Mr. Reich during his stay at the hotel. The defendant, who had been held himself responsible, Mr. Reich, appeared for the plaintiff.

Mrs. D'Arcy said she was the proprietress of the Occidental Hotel until the time it was closed, and knew the defendant. She knew a Mr. Beauchamp who had stayed at the hotel, and she had had a conversation with defendant about him. Defendant had then promised that he would pay Mr. Beauchamp's hotel bills, and since then the bills had been made out in defendant's name, and he had paid them up to three months ago, from which time she had only received £100 on account. The bills were paid by cheque, and were for board and chits. At the beginning of March she sent in the bill produced for the February account. The bill was not paid, and was sent in again about February 15th and threatened she would go to the Consul, and defendant came to her in her office some time in March and paid her £100 on account. She was not quite sure whether defendant had the bill with him at the time, but she made out another bill and gave it to him, acknowledging the £100 received on account.

The defendant said he did not object to the bills, only to the chits, which were expensive. In answer to the defendant, his Honor said that he would be very sorry to say it, but that liquor chits supplied to guests at hotels should be disallowed. "These chits should purely in public-houses were frequently disallowed, but not in hotels."

His Honor was also given by the ex-steward at the Occidental Hotel, and the case was adjourned *sine die* to suit the convenience of the parties. — *Kobe Chronicle*.

PATRIOTIC AMERICAN SOLDIERS.

On board the O. & O. steamer *Doric*, which arrived here yesterday says the *Nagasaki Press* of 28th April from San Francisco, are two ex-soldiers of the United States Army. Charles Sterling, who has been in the 3rd U.S. Infantry in Cuba, which he left on expiration of service period March 12th, and Stewart Price, who was attached to the 1st U.S. Volunteer Cavalry, better known as Roosevelt's rough riders, are the men referred to.

Arriving in the United States they tried to join one of the regiments ordered to the Philippines, but unfortunately, or unfortunately for them, these regiments had been recruited to their full strength. They had money and were determined to fight for the "Stars and Stripes" in the Philippines, and concluding that they would be cheerfully received by regiments at Manila, which, on account of casualties, are short-handed, started for San Francisco, where they secured passage on the *Doric*. Unlike many persons who make for the Philippines, these men did not seek free transportation on the Government transports, or falling in that, stow themselves away on board. They purchased first class tickets on the first steamer and are ready and willing to do first class work for their country when they arrive at Manila. On shore yesterday they made many enquiries about the war. They were particularly desirous of knowing if the war was over. They were assured that such was not the case, and it was pleasing information to them; for they want to be on time to take a hand. There are few who would travel about 10,000 miles and spend their own hard-earned money for transportation to fight for the flag they love—from Cuba to the United States—across that vast territory of plains, dales, and mountains, the expanse of the great Pacific Ocean, touching at Honolulu, Japan, and China, thence to Manila, the itinerary of these American patriots. Their reception in Manila will doubtless be one long to be remembered and probably never forgotten.

THE BELGIAN DEMAND ON CHINA.

A Brussels dispatch of the 27th ult. states that in the Chamber of Deputies the previous week the Minister of Foreign Affairs, M. de Faverat, confirming the reports that Belgium had asked for a concession at Hankow, China, said that no international complications were feared in connection with the request, pointing out that the Belgium-Chinese Treaty of 1895 authorised Belgium to construct buildings in China, and empowered China to name the most convenient territory for the Belgian Settlement.

SETTLERS RUSHING TO THE PACIFIC COAST.

PORTLAND (Or.) March 25th.

Every train which arrives over the Oregon Railway and Navigation, Northern Pacific and Great Northern roads brings hundreds of people who have taken advantage of the low fares from St. Paul to the Pacific Coast. Many of the visitors are seeking farming lands in the Northwest and in California, while others have been attracted by the new mining discoveries in the Northwest.

Eighty-two Michigan men who arrived here yesterday left over the Southern Pacific this evening for Sission, Cal., where they will engage in lumbering. Another party of 100 from Michigan arrived to-day and seventy-five of these will go to California. A large party from Missouri and other Middle Western states left by the Northern Pacific to-day for the north, some of them going to Mount Vernon, Wash., where a co-operative colony has been located. Others of the same party were bound for New Whatcom, Wash.

PORTLAND (Or.) March 25th. The Oregon Railway and Navigation Company has received from its Eastern connections 750 immigrants who are bound for different parts of Oregon, Washington and Idaho. The majority of these immigrants are homeseekers and have been attracted by the opening up of large bodies of farming lands through the construction of branch railroad lines in Eastern Washington, Eastern Oregon and Idaho.

GENIUS IN DISTRESS.

Homer was a beggar, says the *Honolulu Review*; Plautus turned a mill; Terence was a slave; Boetius died in jail; Paul Borghese had luncheon tramped, and yet staged with them all; Tasso was often distressed for 5 shillings; Cervantes was refused admittance into a hospital; he had himself erected as Cervantes died of hunger, and Voltaire left his body to the surgeons to pay his debts as far as the money would go; he on lived a life of mean poverty and distress; Sir Walter Raleigh died of the scabbard; Spenser, the charming, died in want; the death of Collins was through neglect, first causing mental derangement; Milton sold his copyright of "Paradise Lost" for £15 at three payments, and finished his life in obscurity; Dryden lived in poverty and distress; Dwyer died prematurely and through hunger; Lee died in the street; Steele lived a life of perfect warfare with bullies; Goldsmith's Vicar of Wakefield was sold for a trifle to save him from the ground of the law; Fielding lived in the hungry ground of the English factory at Lisbon, without a stone to mark the spot; Savage died in prison at Bristol, where he was confined for a debt of £8; Butler lived a life of poverty, and died poor; Chatterton, the child of genius and misfortune, destroyed himself.

HOW THE STORMY PETREL HATCHES ITS EGGS.

The stormy petrel's nest just above the Atlantic surge on the (lets near Loma and the Hebrides. There above the rock on certain islands in a black, buttery soil, in which they burrow like little winged mice, and on a nest of sea pink lay one white egg. As the desertion of the regions of light and air by birds is something outside the natural course of their lives, it leads to various odd and unexpected social complications and domestic problems. Among the latter is a serious one, the difficulty of keeping the underground house clean or moderately cool. It is usually very hot. Sand-martins, for instance, do not attempt to ventilate their burrows as rabbits and rats do, neither do kingfishers nor the stormy petrels when they make their own burrows, and do not creep into chimneys between piles of stones or rocks. Evidence of the high temperature of the nest chamber is seen in a very pretty popular belief in the Outer Hebrides, that the eggs, not by sitting on them, but by sitting near them, at a distance of six inches between them and the opening of the burrow. Then the petrels turn their heads toward the eggs, and "coo" at them day and night, and so "hatch them with their song." This, which sounds like a fable of the East-Asian fables, has really a basis in fact. Davenport Graham says that the account is "very correct; though I never heard the cooing noise by day, I often did in the evening. It is rather a purring noise. When its nest is opened up, the bird is usually found covering a few inches away from its egg." This hot and stuffy atmosphere may aid the hatching of the eggs, but there is no doubt that it is a long and arduous and very undesirable form of life. The nests and burrows of sand-martins are full of most unpleasant insects, and those of the kingfisher are nearly as bad.

HER MAJESTY'S PERIL.

Mr. William Allan, the member for Gateshead, is possessed of a great fear, the fear, namely, of the Queen being subjected to serious danger. He told the House of Commons that if they could get the same class of boilers as were on board the *Titanic* they would "be culpably incurring a most serious responsibility."

"An I really possessed by fear of danger to the Queen?" he replied to a *Sunday Times* interviewer. "I am, sir. I tell you this—that all the prophecies which I have uttered in reference to the *Belleville* boilers have been realised; and I now once more venture to play the prophet. You have had many explosions—some with terrible results to life and limb. You will hear of more very soon." If these boilers cause explosions on board our warships—and that they do, beyond all question—can we be certain that the same boilers be put into the royal yacht, that vessel will enjoy an assured immunity? Of course we cannot.

All the great British shipping companies refuse to use these boilers. The Wilsons tried them and then abandoned them. There is no such thing as a *Belleville* boiler in the British maritime service.

"Are we going to imperil the safety of our liege lady, the Queen. Well, at least I shall try and prevent it."

GIGANTIC TRADING CONCERN.

The quarterly report of the Wholesale Co-operative Society shows that this concern now embraces 1,063 retail societies, with 1,181,538 members, being an increase in the membership over the corresponding quarter in 1897 of 64,594, or 6.18 per cent. The net amount of goods invoiced during the quarter reached the enormous sum of £2,269,492, or £313,484 more than in the last quarter in 1897. The amount of capital, including shares, loans, deposits, reserve, and insurance, is returned at £2,652,000, an increase over the same period in the preceding year of £159,679. The total weight of Irish goods in the society during the thirteen weeks was 109,362 cwt.; in Newcastle, 16,726 cwt.; in London, 12,426 cwt. in all, 141,514 cwt.

NOT AND A

CALENDAR.

May.
Meteorological means based on ten years' observations to 1893.

Barometer..... 29.867
Thermometer..... 76.2
Humidity..... 84.0
Rainfall..... 15.0

TO-DAY.

WEATHER REPORT.
On date at 12 M. On date at 4 P.M.
Barometer..... 29.89 29.80
Thermometer..... 78 78
Humidity..... 80 81
Rainfall.....

TO-DAY.

Saturday, 6th May, 1899.

Chinese—27th of 3rd moon of 25th year of Kwang-chi.
Sun—Rises..... 6hr. 6min.
Sets..... 5hr. 55min.
High water—Morning..... 6hr. 32min.
Afternoon..... 6hr. 32min.
Low water—Morning..... 6hr. 32min.
Afternoon..... 6hr. 32min.

ANNIVERSARIES.

1874—Attack on Me Wood at the British Legation, Tokyo.
1882—Phenix Park murders.
1892—Peking-Fishung collision in the Yangtze.
1897—Pharsalia captured by the Turks.

TO-MORROW.

Sunday, 7th May, 1899.

Chinese—28th of 3rd moon of 25th year of Kwang-chi.
Sun—Rises..... 6hr. 6min.
Sets..... 5hr. 55min.
High water—Morning..... 6hr. 6min.
Afternoon..... 6hr. 6min.
Low water—Morning..... 6hr. 6min.
Afternoon..... 6hr. 6min.

ANNIVERSARIES.

1842—Earthquake at St. Domingo; 10,000 lives lost.
1847—Earl of Roseberry born.
1868—Lord Brougham died.
1873—Japan gave the southern half of Saghalien to Russia in exchange for the Kurile Isles.
1891—Governor Sir Wm. des Vieux left for England.
1892—Arrival of the Hongkong Regiment.
1897—Macao declared a free port.

CHURCH SERVICES.

St. John's Cathedral: Communion, 7 a.m. Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral: Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.

Union Church: Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Avenue: Morning Service, 11 a.m.

St. Francis Church, Wanchai: Mass 7.30 a.m., 10 a.m., 1.30 p.m., 4.30 p.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road: Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point: Mass, 8 a.m.

Wesleyan Methodist Church: Services, 10.30 a.m. and 5.45 p.m.

St. Peter's Seamen's Church: 11 a.m. and 6.30 p.m.

MAILS DUE.
French (Lyon) to-morrow.
Canadian (Empress of Japan) 8th inst.
American (Nippon Maru) 11th inst.
American (City of Rio de Janeiro) 14th inst.
American (Coptic) 25th inst.

The Canadian Pacific Railway Co. steamer *Empress of India* left Yokohama for Vancouver yesterday afternoon, the 5th inst.

The Nippon Yusen Kaisha's steamer *Shiki Maru* (Bombay Line) left Singapore for this port yesterday, the 5th inst., and is expected to arrive here on the 11th inst.

The Agents Messrs. Jardine, Matheson & Co. inform us that the Company's steamer *Indra* from New York and Straits, left Singapore for this port this morning, the 6th inst.

The China Mutual Steam Navigation Co.'s steamer *Kintack* from Glasgow and Liverpool, left Singapore for this port yesterday afternoon, the 5th inst., and may be expected here on or about the 11th inst.

The Canadian Pacific Railway Co.'s steamer *Empress of Japan* arrived at Shanghai at 9 p.m. yesterday, the 3rd, and left again at 6.30 a.m. to-day, the 6th, for Hongkong, where she is due to arrive at 3 p.m. on Monday, the 8th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
Isa de Cuba..... at Kowloon Dock.
Isa de Luzon.....
Henry Fulling.....

Haiting.....
Hongkong Maru.....
U.S.S. Charleston.....
Hylon.....
H.M.S. Dolphin.....
D. Juan d'Austria..... Cosmopolitan
Doric.....

PASSED THE CANAL.
Outward—14th April—*Indrapura*, *Kintack*, *Laos*, *Ramberg*, *Idonchens*, *Palatinus*. 18th April—*Glenloch*, *Habitat*, *Kennore*. 23rd April—*Jagan*, *Boynon*, *Tonkin*. 25th April—*Indra*, *Japan*, 27th April—*Coptic*. 28th April—*Prism*, *Eastern*. 2nd May—*Hongkong*, *Donathea Rickmers*, *Aggi*, *Nubia*, *John Adamson*.

Homeward—2nd May—*Slesia*, *Yarra*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, for *Rickets*, *Marasmus*, and all wasting disorders of children, is very remarkable in its results. The rapidity with which children gain flesh and strength upon it, is very wonderful. Read the following—I have tried Scott's Emulsion in case of wasting in young children and for such cases. The children take it and ask for more, and the good effects are apparent. I consider it far superior to ordinary Cod Liver Oil.—J. MARSHALL M.R.C.S., &c., 143, Grange Road, Brompton, S.W. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—Add.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship.

"FORMOSA."
Captain Douglas, will be despatched for the above ports, TO-MORROW, the 7th inst., at Daylight.
For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.
Hongkong, 6th May, 1899. [617a]

THE OSAKA SHOSEN KAISHA, LIMITED.
REGULAR WEEKLY SERVICE TO SWATOW, AMOY AND TAMSUI.
THE Steamship.

"SUMIDAGAWA MARU."
Captain S. Nakakata, will be despatched for the above ports TO-MORROW, the 7th inst., at Daylight.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 6th May, 1899. [441a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, PLOUM and TRIESTE.
Taking Cargo at through rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS.
THE Company's Steamship.

"MARQUIS RACQUEHEM."
Captain C. Androvich, will be despatched as above on MONDAY, the 8th inst., at 10 a.m. Sails and Valuables are transhipped on arrival at Bombay into an accelerated line. For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.
Hongkong, 2nd May, 1899. [600a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship.

"THALES."
Captain Hall, will be despatched for the above ports, on TUESDAY, the 9th inst., at Daylight, instead of as previously advertised. For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.
Hongkong, 5th May, 1899. [618a]

FOR NEUCHANG (DIRECT).
THE Steamship.

"BUCEPHALUS."
Captain Robinson, will be despatched as above on TUESDAY, the 9th inst., at Daylight. For Freight or Passage, apply to DOUGLAS LARRAIK & Co., Agents.
Hongkong, 4th May, 1899. [586a]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship.

"CATHERINE APCAR."
Captain J. C. Offizant, will be despatched for the above ports, on TUESDAY, the 9th inst., at 10 p.m.
For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.
Hongkong, 2nd May, 1899. [601a]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship.

"UNDAUNTED."
will be despatched for the above port, on or about the 10th May.
For Freight, apply to STEWART, TOMES & Co., Agents.
Hongkong, 5th April, 1899. [547a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship.

"ORESTES."
Captain Pufford, will be despatched as above on SATURDAY, the 13th May.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 25th April, 1899. [562a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship.

"CHIANGSHA."
Captain Moore, will be despatched on SUNDAY, the 14th inst., at Daylight.
For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd May, 1899. [603a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship.

"CHINGSHA."
Captain Moore, will be despatched on SUNDAY, the 14th inst., at Daylight.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber, ensuring the Supply of Fresh Provisions during the entire voyage. A daily quickening Sagoon is carried and the Vessel is fitted throughout with Electric Light. M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd May, 1899. [604a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR WEIHAIWEI AND TIENSIN.
THE Company's Steamship.

"KWEIVANG."
Captain Overbridge, will be despatched as above on TUESDAY, the 16th inst., at Daylight.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd May, 1899. [558a]

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship.

"GLAUCUS."
Captain Barwise, will be despatched as above, on TUESDAY, the 23rd May.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 24th April, 1899. [561a]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship.

"VORTIGERN."
Captain Fairweather, will be despatched for the above port, on or about the 27th May.
For Freight, apply to DODWELL & CO., LIMITED, Agents.
Hongkong, 21st April, 1899. [546a]

Consignees.

NORDDEUTSCHER LLOYD.
NOTICE TO CONSIGNEES.
S.S. "PREUSSEN."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 9th inst., will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 9th inst., and MONDAY, the 15th inst., at 9.30 a.m. All Claims must reach us before the 19th inst., or they will not be recognized.
Bills of Lading will be countersigned by the Undersigned.
No Fire Insurance has been effected.
MELCHERS & Co., Agents.
Hongkong, 2nd May, 1899. [574a]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
NOTICE.

CONSIGNEES OF CARGO per Steamship "DORIC."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
J. S. VAN BUREN, Agent.
Hongkong, 3rd May, 1899. [5]

NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, AND MOJI.
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
J. S. VAN BUREN, Agent.
Hongkong, 3rd May, 1899. [4]

"BEST" LINE OF STE

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAGAMI MARU	VLADIVOSTOK, VIA SWATOW, AMOI, SHANGHAI, CHEFOO, CANTON, MULPO and NAGASAKI	Thursday, 11th May, at 4 P.M.
MIKE MARU	Kobe and YOKOHAMA	Friday, 12th May, at 4 P.M.
YAMAGUCHI MARU	HOMBAI, VIA SINGAPORE and COLOMBO	Tuesday, 16th May, at Noon.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 1st May, 1899.

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,
SOLE AGENTS.

Hongkong, 9th December, 1898.

J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES.
STAMPED ARTICLES
FOR
MILITARY EQUIPMENT

M. OPPENHEIMER & Co, Paris

F. BLACKHEAD & CO.

SHIPBUILDERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS,
SOLE AGENTS FOR
HARTMANN'S RAUPEX'S GENUINE
COMPOSITION RED BRAND,
HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES, &c., &c.

SOLE AGENTS FOR
FERGUSON'S SPECIAL CREAM
WHISKY, &c.
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.

AT
REASONABLE PRICES.
Hongkong, 14th May, 1899. [39]

CARBOLINEUM A. V. ENARLUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.

Sole Agents for China,
LUTGENS, EINSTAMANN & Co.
Hongkong, 11th September, 1896. [19]

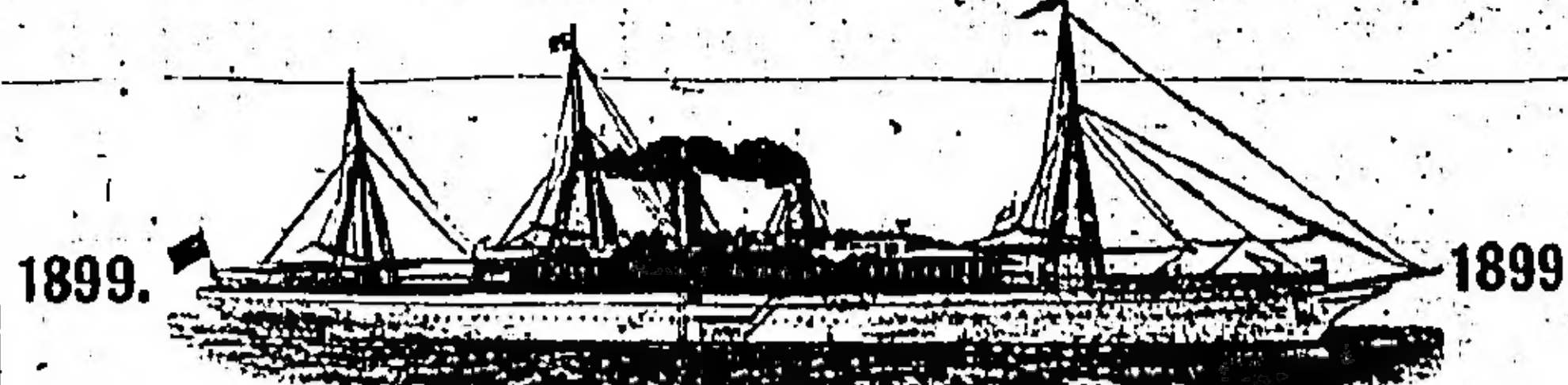
NOTICE

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES FLUID
THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
V. G. HUMPHREYS & Co.
Bank Buildings,
Hongkong, 9th March, 1899. [11]

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

1899. SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 17th May, 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 27th June, 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th June, 1899.

THE magnificent Twin-screw Steamships of this line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER B.C. in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the world, the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddis Street, G.

Hongkong, 26th April, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 20th May, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 13th June, at Noon.

THE Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 20th May, at Noon, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcels Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 11th March, 1899. [1310]

MITSUBOSAN KAISHA.

No. 6, Fire House Street, Praya Central.

Head Office: TOKIO.

Branch Offices:—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agencies:—

Milki Coal Mines, Ohmiura Coal Mines, Kanada Coal Mines, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan, Cotton Cleaning and Wkg. Co., Shanghai, Onoda Cement Company, Japan, Kanagawachi Cotton Spinning Mill, Japan, The Miike Cotton Spinning Mill, Limited, Tokyo Cotton Spinning Mill, Japan, Hayashi Clock Factory, Hongkong, 11th December, 1896. [15]

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

FROM VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Tacoma... 2,811 A. Dixon... May 13, Glenora... 3,730 J. McGillicuddy... May 30, Olympia... 2,837 J. Threlbridge... June 17, Victoria... 3,502 T. Pringle... July.

THE attention of Passengers is directed to the very cheap rates offered by the line.

HONGKONG TO LONDON. £47.

Excellent Accommodation. First-class Tables. DOCTOR AND STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 6th May, 1899. [14]

FOR SAN FRANCISCO:

THE 100 A. British Bark

"QUEEN MARGARET," Fraser, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & CO., Hongkong, 16th March, 1899. [1533]

Mails.

NORDEUTSCHER
LLOYD.HAMBURG-AMERIKA
LINE.

(Freight Service.) (East Asiatic Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*HEIDELBERG...	HAVRE and HAMBURG.	About 25th May.	Freight and Passage.
*SIBIRIA...	(LONDON with transshipment in HAMBURG.)	About 30th May.	Freight and Passage.
*HILDEBRAND...	(LONDON with transshipment in HAMBURG.)	About 15th June.	Freight and Passage.
*KONIGSBERG...	HAVRE and HAMBURG.	About 15th June.	Freight and Passage.
*CHRISTENSEN...	(LONDON with transshipment in HAMBURG.)	About 30th June.	Freight and Passage.
*DEIKE RICKMERS...	NEW YORK via SUEZ CANAL.	About 30th June.	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

981]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, the UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyrs... 3,406 about May 20

Belmont King... 3,379 about June 20

Carmanthenshire... 2,929 about July 20

Garville City... 3,002 about Aug. 20

THE Steamship

"THYRA," will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, Hongkong, 2nd May, 1899. [1350]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 27th May, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 22nd June, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 18th July, at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 27th May, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 15th April, 1899. [12]

NORDEUTSCHER LLOYD.

NOTICE

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

Also LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

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